REMARKS

Claims 1, 2, 4-17 and 21-39 are pending. By this Amendment, the specification and claims 1, 2, 10, 11, 15, 16, 21 and 22 are amended, claims 3 and 18-20 are canceled and claims 23-39 are added. Support for the features recited in claim 23 can be found in paragraphs [0066] - [0068] of Applicant's specification, for example.

An Information Disclosure Statement was filed on April 21, 2004. However, JP-A-63-107208 was not considered. It is requested that the Examiner consider that reference because a copy of that reference was provided and a concise explanation of relevance was provided in paragraph [0003] of Applicant's specification.

The specification was objected to based on various informalities. By this Amendment, the specification has been amended responsive to the objection. It is respectfully requested that the objection be withdrawn.

The objection to the drawings and the rejection under 35 U.S.C. §112, first paragraph, has been rendered moot by the cancellation of claim 18.

The claims were objected to based on various informalities. By this Amendment, the claims have been amended responsive to the objection. It is respectfully requested that the objection be withdrawn.

Claims 1-5, 16, 17 and 22 were rejected under 35 U.S.C. §102(b) over Koch et al. (Koch), U.S. Patent No. 5,562,787. The rejection is respectfully traversed.

Koch fails to disclose an air pressure state reporting apparatus with a reporting device that generates report information indicative of an air pressure state based on the detected air pressure by the air pressure state detection device, selects one of multiple reporting patterns which are different from each other in accordance with a difference between the detected air pressure and the target value, and reports the report information generated to outside a vehicle in a selected reporting pattern, as recited in claim 1 and as similarly recited in claim 22.

Koch discloses a method of monitoring conditions of vehicle tires. An interrogator is remotely located in a vehicle in order to alert the driver of the vehicle of an immediate or impending problem such as over or under inflation or abnormally high temperatures (col. 9, lines 16-20). The monitoring device 10 can also be programmed to act as an alarm system to warn of extreme temperature or pressure conditions, or may be used to log pressure and/or temperature histories during a tire operation (col. 9, lines 28-34).

However, Koch fails to provide any disclosure with regard to selecting one of multiple reporting patterns which are different from each other in accordance with a difference between a detected air pressure and a target value. Koch only discloses using an alarm (i.e., one reporting pattern) and fails to provide any disclosure with regard to using a selected reporting pattern, as recited in claims 1 and 22.

It is respectfully requested that the rejection be withdrawn.

Koch also fails to disclose an air pressure state reporting apparatus that compares a detected air pressure with a target value, which is variable, as recited in claim 23. Koch instead uses a fixed upper value and a fixed lower value in order to determine over or under inflation.

Claims 1-7, 9, 10, 14-17, 19 and 22 were rejected under 35 U.S.C. §102(e) over Juzswik et al. (Juzswik), U.S. Patent No. 6,612,165. The rejection is respectfully traversed.

Juzswik fails to disclose an air pressure state reporting apparatus with a reporting device that generates report information indicative of an air pressure state based on the detected air pressure by the air pressure state detection device, selects one of multiple reporting patterns which are different from each other in accordance with a difference between the detected air pressure and the target value, and reports the report information generated to outside a vehicle in a selected reporting pattern, as recited in claim 1 and as similarly recited in claim 22.

Juzswik discloses a tire pressure monitoring system. When a controller 36 determines that a pressure value is outside of a predefined pressure range, the controller 36 outputs an alert signal to the first indicator 48. The first indicator 48 then alerts the vehicle operator of the alert condition and, as a result of knowing the tire base unit identification code associated with the particular transmitting antenna 44, indicates a location of the tire having the alert condition (col. 5, lines 53-65 and col. 7, lines 13-19).

However, Juzswik, similar to Koch, fails to provide any disclosure with regard to selecting one of multiple reporting patterns which are different from each other in accordance with a difference between a detected air pressure and a target value. Juzswik simply states that the first indicator 48 alerts the vehicle operator of the alert condition and a location of the tire having the alert condition. Juzswik fails to provide any disclosure with regard to selecting a reporting pattern in accordance with a difference between a detected air pressure and a target value.

The rejection of claim 19 has been rendered moot.

It is respectfully requested that the rejection be withdrawn.

Juzswik also fails to disclose an air pressure state reporting apparatus that compares a detected air pressure with a target value, which is variable, as recited in claim 23. Juzswik simply compares pressure to a predefined (fixed) pressure range.

Claim 21 was rejected under 35 U.S.C. §102(e) over Brown, Jr., U.S. Publication No. 2004/0017289, claims 8, 11, 13 and 20 were rejected under 35 U.S.C. §103(a) over Juzswik in view of Brown, Jr., and claim 12 was rejected under 35 U.S.C. §103(a) over Juzswik in view of Brown, Jr. and Fennel et al. (Fennel), U.S. Publication 2005/0162263. The rejections are respectfully traversed.

Brown Jr., and Fennel fail to overcome the deficiencies of Juzswik as applied to claim 1. The rejection of clam 20 has been rendered moot. It is respectfully requested that the rejections be withdrawn.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,

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Attachments:
Petition for Extension of Time
Amendment Transmittal

Date: February 7, 2006

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